

REMARKS

The examiner has cited new art in the final rejection, and therefore, requires further amending and review of said art. In addition, an effort has been made to overcome the claim objection, and the § 112, rejections, as raised by the examiner. These corrections have been made to claim 7.

The examiner rejects claim 7 over the prior patent to Walker '635, in view of Keller '104.

First of all, the basis for rejection under § 103 has been made fairly clear by the Federal Circuit, as can be seen in the case of *In re Geiger*, 815 Fed. 2nd 686 (Fed. Cert. 1987). In this case, the Federal Circuit stated that obviousness cannot be obtained by combining teaching of the prior art to produce the claimed invention, absence of teaching, suggestion, or incentive supporting that combination. It is submitted that the prior art cited by the examiner, while related to the subject matter of the current invention, really shows early structures that just do not suggest towards the mounting of a plurality of motorcycles upon a column having a vertical screw drive, with threaded sleeves, with carriages extending from the sleeves, booms extending from the carriages, wherein one or more motorcycles may be mounted onto each boom, the boom capable of being pivoted laterally, through applications of its handles, in order to furnish storage of a plurality of motorcycles, during usage of this invention.

Walker just does not suggest any type of structure or mechanism that may lift a plurality of vehicles, much less a motorcycle, and only shows a device having a pair of booms, to either side of the automobile, to provide for raising of the single vehicle to permit convenient access to the under body of the vehicle for performance of servicing operations. In no way does Walker describe a storage facility, much less one for storing a plurality of automobiles, and has nothing to do with storage of a plurality of motorcycles, as defined and claimed for the current invention. Walker is just not a storage device, it simply is a service garage lifting mechanism for a single automobile, and it is not shown where

Walker provides any telescoping support structure, with all that Walker shows is its 50d, that can simply slide within their slots 54d, in order to allow them to be properly and conveniently placed under strategic portions of car, during it's elevation. This is not a telescopic boom, as defined in claim 3, for the invention.

In addition, claim 6 calls for the telescopic extension of the boom, for its lengthening, which again is just not shown in Walker.

Furthermore, with respect to claims 4 and 7, claim 7 has been amended, as defined herein. The examiner further rejected the application under Walker, in view of Keller. Walker does not show or describe a device for lifting a motorcycle, in the first instance, and it is not seen how the arms 41, etc., of Walker, could hold a motorcycle in the first instance, as upon a telescopic boom, as defined in claims 7, 3, and 6. The examiner is just reading more into Walker, than Walker really describes.

Furthermore, with respect to the contents of claim 7, relating to the plurality of carriages, and how each carriage is structured with a complete hole, a lower flange, the lower flange having a semi- circular hole coaxial with the complete flange thereabove, none of this is really shown or described in Walker. Keller may show a casting bracket of the type for hanging birdcages, etc., which in the first instance, is just not suggesting towards the claimed structure of Applicant's invention. Keller may show a hole 23 at the top of yoke 21, and an open aperture at the bottom along its lower fork end portion 24, all for mounting upon the spindle 18, but this is not the same as the plurality of carriages as defined in the current application, where the complete hole and semi-circular hole are provided for riding upon the threaded sleeve, and attain vertical motivation therethrough, which is just not suggested in any manner from Keller, even if Keller should somehow, although it is not seen, be used to modify the structure of the Walker device.

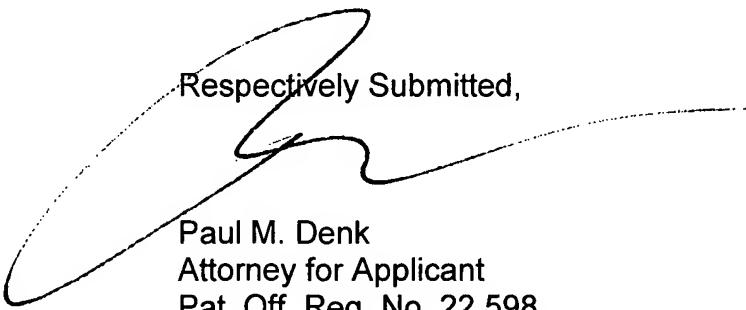
Thus, it is submitted that the examiner is stretching what is found in Keller, in trying to use it to modify the single car lift of Walker, in an effort to come up with answering structure as to what is shown and described in the claims in this application. It is submitted that the examiner reading more into such prior art in an effort to try to find that it suggests what it set forth in the claims of this current application, far beyond what these prior art really show.

In view of this, and since the citation of new prior art necessitates the further amending of these claims, it is submitted that patentable subject matter is set forth in the claims remaining in this application, and certainly deserve publication and a United States patent.

No prior art shows a single lift for holding a plurality of motorcycles, upon a plurality of booms supported by carriages, that ride upon a singular screw drive, as defined in the claims of this current application. If the prior art makes it so obvious to do what Applicant has described in claimed, then it is not understood why anyone would not have shown or published that type of technology, corresponding to Applicant's invention, since the publication of the Walker patent back in 1952. But, no one has, which is evidence of non-obviousness, rather than the opposite, as the examiner urges.

The examiners further review of the claims would be appreciated. Since this is a final rejection, the examiners early response is requested, so the Applicant can determine what next step to take in the prosecution of this application.

Respectively Submitted,



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Enclosure